

JPRS 79732

24 December 1981

Worldwide Report

LAW OF THE SEA

No. 180

FBIS

FOREIGN BROADCAST INFORMATION SERVICE

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JAPAN, NEW ZEALAND FISHING EXPERTS AIR INDUSTRY PROBLEMS

Japanese Import Quotas

Auckland NEW ZEALAND HERALD in English 23 Oct 81 p 3

[Text]

Japanese quotas, restrictions on imports and an over-supply of certain fish species are hindering the development of New Zealand's fishing industry.

Fishing experts from both countries, attending the Japan-New Zealand Businessmen's Conference at Auckland yesterday, have been taking a hard look at the industry and some "old chestnuts" have been pulled out of the fire for further debate.

Last year, Japan established itself as New Zealand's number one export market for fish, taking 38 per cent of the total.

Annoying Point

The New Zealand fishing industry is still greatly concerned about the restrictions and quotas on fish caught by New Zealand fishermen and by New Zealand-Japan joint ventures.

The point of annoyance is that there are no Japanese import barriers on the same fish caught in New Zealand waters by Japanese fishermen.

New Zealand fishing industry delegates have also blamed Japanese fishermen for flooding the Japanese market with certain species, such as squid.

Squid Catch

New Zealand fishermen

say a greater portion of New Zealand squid may be caught by Taiwanese and other non-Japanese boats this season because the Japanese market is flooded.

Consideration is also being given to taking a greater portion of the squid catch by the trawling method, which is more suitable to New Zealand fishermen, than by the jigging method which the Japanese use.

New Zealand fishermen believe Japan should not impose any import restrictions on exports where Japanese licensed boats or joint-venture interests are also engaged in catching the same species in these waters.

Strict Hygiene Standards

Auckland NEW ZEALAND HERALD in English 24 Oct 81 p 2

[Text]

New Zealand fish hygiene regulations are adding hundreds of thousands of dollars to the cost of catching fish.

The Ministry of Agriculture and Fisheries will be asked by New Zealand and Japanese fishermen to have the joint-venture rules changed.

The New Zealand spokesman for the fisheries section of the Japan-New Zealand Businessmen's Conference, Mr N. E. Jarman, said yesterday that it had been agreed to make a joint approach on the topic.

He said the costly hygiene standards now imposed were not required in the markets to which the fish was exported. It was "unnecessarily" adding hundreds of thousands of dollars to the cost of catches.

Mr Jarman said this was the major concern about what was believed to be undue Government interference in the control and operation of joint-venture craft.

"Both sides agreed that

while Government and fisheries associations could provide guidance and assistance. It is important that they should not be involved in private sector areas—for example, the setting of contract operating terms," he said.

Mr Jarman, who is also general manager of the Fishing Industry Board, said he knew many domestic fishermen were also concerned at the cost of complying with the hygiene regulations.

The Japanese delegation at

the conference told New Zealand fishermen that their country's tariffs and fish import quotas were still needed because of the economic problems faced by Japanese fishermen.

The New Zealanders and Japanese agreed that more research was needed to define the extent of New Zealand's fish resources.

Close co-operation between the two countries was essential.

The Japanese fisheries agreement with New Zealand expires in June.

JAPAN MAY AID NEW ZEALAND OFFSHORE OIL, GAS EXPLORATION

Auckland NEW ZEALAND HERALD in English 24 Oct 81 p 5

[Text]

New Zealand may get a major partner in its oil exploration programme because of Japan's vital need for stable fuel supplies.

A leading Japanese banker, Mr Toshihiro Tajima, said in Auckland yesterday that the Japanese and New Zealand governments should start talking about a joint exploration programme.

Mr Tajima said Japan would be keen to co-operate in offshore exploration, especially for natural gas.

He said Japan could provide up to 70 per cent of the finance and effort for a drilling programme.

Dependence

A number of offshore exploration licence blocks will be made available by the Government next year and several could be suitable for a Japanese-led joint venture.

Japan is striving to reduce its dependence on Middle East oil, at present 70 per cent of its total oil imports.

It particularly seeks secure supplies of natural gas in liquid form to replace crude oil as a primary energy source and has made no secret that it would like to buy liquefied natural gas (LNG) from the Maui gas field off the Taranaki coast.

Exporting LNG is at present unacceptable to the New Zealand Government, although the state-owned Natural Gas Corporation favours the idea.

But the Minister of Energy, Mr Birch, told the Japan-New Zealand businessmen's conference in Auckland on Thursday that LNG might be exported if another gas field were found to add to the resource of the existing Maui and Kapuni fields.

Coal Interest

Mr Tajima, who is the deputy president of the Industrial Bank of Japan, was speaking to the Herald after addressing the conference on energy issues.

In his speech to the conference, Mr Tajima also expressed interest in joining New Zealand in development of coal and geothermal energy reserves.

TALKS WITH JAPANESE ON TUNA FISHING RUN AGROUND

Japanese 'Stonewalling'

Perth THE WEST AUSTRALIAN in English 10 Oct 81 p 28

[Text]

Talks on the re-entry of the Japanese long-line blue-fin tuna fishing fleet to Australian waters have reached stalemate.

The negotiations between the Australian Fishing Industry Council and Australian Government and Japanese representatives have been going on since August.

They are part of an annual review of Japanese fishing within the Australian fishing zone.

The secretary of the WA branch of the AFIC, Mr Graeme Stewart, said that the council wanted the Japanese out of local waters.

It had received the support of the Federal Minister for Primary Industry, Mr Nixon, and his department. Mr Nixon had been overseas meeting the Japanese.

The Japanese had been tough during the negotiations and had approached the Departments of Trade and Resources and Foreign Affairs.

They were now stonewalling, he said.

The latest talks had been held last Friday.

PROPOSAL

The AFIC had suggested trading off certain

areas of Tasmania if the NSW, South Australian and WA waters were left to Australian fishermen.

The Tasmanian Government supported Japanese use of its waters because Tasmania did not have a fishing fleet and wanted Hobart used as a port.

But the problem was that the Japanese claimed that if they could not get into NSW areas, their operations would not be viable.

A compromise could take a long time to reach.

Time was running out for a decision because Mr Nixon would have to make some announcement on November 1, when previous arrangements would end.

10 Percent Quota Cut

Canberra THE AUSTRALIAN in English 16 Oct 81 p 25

[Article by Alan Goodall]

[Text]

BETTER one fish than none at all is Japan's reaction to a 10 per cent cut in its Australian tuna catch.

News of the cut agreed in Canberra today was received here with some relief. Fishing industry leaders expected a bigger cut.

Australia and Japan have agreed to cut the long line tuna catch from the current 9100 tonnes to 8200 tonnes in the year starting November.

The fishing fee will fall from

\$1.8 million to \$1.357.000 in line with the smaller quota.

A seven-man Japanese Government delegation agreed to the cut after trying for two weeks to hold the quota at last year's reduced level.

The Tokyo view is that Australia had already made concessions in giving up some claims for heavier restrictions against Japanese long liners.

Australia got a 30 per cent quota cut last year after warning Japan that black marlin off the Great Barrier Reef

were in danger.

Australian Department of Primary Industries negotiators at two sessions in August and October demanded heavier protection.

But the Minister for Primary Industry, Mr. Nixon, agreed during a visit here two weeks ago to intervene in the stalled talks.

His agreement followed talks here with the Japanese Agriculture Minister, Mr Kameoka.

PRESSURE GROWS FOR INTERNATIONAL ANTI-PIRACY FORCE

Canberra THE AUSTRALIAN in English 8 Oct 81 p 19

[Text]

PRESSURE is growing for the establishment of an international anti-piracy task force.

At least one Australian has been killed in attacks on ships in South-East Asian waters and others have been severely wounded.

Following raids on at least eight Japanese vessels in the past four months, Japanese shipowners have added their powerful voice to demands for action to end piracy in South-East Asian waters.

Several major oil companies have already expressed concern over attacks in the Phillips Channel, south east of Singapore.

Despite increased vigilance, the Singapore and Indonesian authorities have been hard pressed to cope with lightning assaults by men in speedboats.

It is common knowledge in the region that the pirates use the Indonesian Riau Island as their base and make their attacks from there, armed with long knives.

The Japanese Shipowners Association plans to ask the International Shipping Federation to recommend a solution.

The first Japanese ship to be hit was the 61,521 tonne-deadweight tanker, Koei, owned by the Kyoel company, on May 20, according to Tokyo press

reports.

Since then, six other vessels have been robbed of equipment and personal belongings, and there is a further report that a vessel owned by Banko Steamship was attacked on September 3.

Two other Japanese vessels were recent targets for pirates in the notorious Phillips Channel, a narrow shipping passage in Indonesian waters used by ships heading into Singapore and through the Malacca Straits.

A gang of bandits attacked the 27,203 tonne-deadweight container vessel, Hakata Maru, and the 80,000 tonne-tanker, Diana.

A spokesman for the owners of the container ship — NYK line — said the pirates were disturbed after one of the crew spotted a man in the early hours of the morning.

The pirates left, using one of the ship's rubber hoses as a ladder.

The Singapore marine police were called in and three different footprints were found on the bridge and on the decks.

Nothing was stolen.

The spokesman said the pirates probably boarded the Hakata Maru from a small motorboat when the vessel reduced its speed to eight knots on its approach to Singapore.

A spokesman for the federation said the organisation was already studying the problem.

Government officials have held a meeting chaired by the international committee of the Red Cross to decide how to deal with the menace.

It is possible the establishment of anti-piracy task forces, financially supported by Western governments, could emerge from talks.

But there is growing impatience for measures to stamp out the activities of the estimated 20,000 pirates active in the South China Sea.

Similar acts of piracy are becoming common in West African waters, particularly at Apapa, Nigeria, where vessels are attacked in the harbor.

A number of hazards such as piracy, illegal diversion of cargoes and thefts from port areas continue to plague Nigeria, despite efforts by the Government to improve port facilities and controls.

And thefts at Spanish ports accounted for 45 per cent of cargo losses last year, a rise of 25 per cent on 1979.

Off the coast of Colombia, a serious case of the theft of 160 crates of domestic electrical equipment from the Spanish-owned 10,442 tonne-gross vessel, Mar Negor was reported in April this year.

BRIEFS

OFFSHORE OIL FINDS--Two thin oil zones have been found in the Victorian off-shore exploration well West Seahorse No 1, Beach Petroleum NL said yesterday. Attempts would be made to evaluate the zones once the well reached its projected depth of 2510 metres, Beach said. The company previously reported that hydrocarbon indications had been encountered in varying degrees of intensity from 1393 metres. The well is drilling ahead at 2276 metres. West Seahorse No 1, about 15 km off the coast near Sale, was spudded in 40m of water on September 16. Beach Petroleum NL, Gas and Fuel Exploration NL and Highbay Oil (Australia) Ltd each has one-third equity in the well. [Excerpt] [Perth THE WEST AUSTRALIAN in English 14 Oct 81 p 83]

CSO: 5200/7508

POACHING TRAWLERS SEIZED OFF ANDAMAN ISLANDS

Bombay THE TIMES OF INDIA in English 13 Nov 81 p 5

[Text]

BOMBAY, November 12.

IN one of the biggest seizures in recent times, six mechanised poaching trawlers from Taiwan and Thailand, valued at Rs. 1.5 crores, were captured by the coast guard off the Andaman and Nicobar islands.

The 10-day operation carried out by the coast guard vessel "Panaji", under the command of Lieutenant-Commander P. D. Upmani resulted in the arrest of 78 crew members of the trawlers. They were at first taken to the Komarta and Campbell Bay islands and later brought to the naval wharf at Port Blair and handed over to the police. Now, they have been detained at the cellular jail in Port Blair, according to a senior Andaman-based coast guard officer who is on a visit to Bombay.

He told The Times of India today that the first report of the sighting of trawlers was reported by a police lookout post at Kondul island to the police headquarters and the coast guard. Later the navy combed the

area, but did not detect any foreign vessel initially within a radius of 100 miles. Bad weather, moreover, forced the coast guard ship, "Panaji", to return after an eight-hour sailing.

A few days later, the same police post at Kondul sighted some foreign vessels catching fish with explosives around the area and the Little Nicobar islands. The fishermen used to hide at Lawful Bay or Ganges Harbour. "They used to detect fish with the help of sonar equipment and use them with explosives."

Two trawlers were sighted off the Pilo Millo and Sombra islands by a reconnaissance aircraft and brought to the Komarta islands. Another trawler found off Cape Connaught was caught and also taken to Komarta. Three vessels off Lawful Bay were also seized.

Incidentally, Lt-Commander P. D. Upmani, who was mainly responsible for the seizures, is the same diver who recovered the black box from Air-India's "Emperor Ashoka", which crashed off the Bandra coast some years ago.

CSO: 5200/7010

JOINT VENTURE, FOREIGN FISHING LICENSES EXTENDED 1 YEAR

Deepwater Fishing Involved

Wellington EVENING POST in English 30 Oct 81 p 2

[Text]

EXISTING joint venture and foreign licensed fishing arrangements will be extended for 12 months, the Minister of Fisheries, Mr MacIntyre, has announced.

The arrangements were to have run out on March 31.

Mr MacIntyre also announced that decisions on government support for purchase of imported vessels by New Zealanders for the deep-water fishery had also been deferred.

The extension of existing licence arrangements was to allow completion of a major review of ways of ensuring deep-water fish resources were used in New Zealand's best interests, he said.

The deferral of government support for the purchase of imported vessels was needed to allow time for detailed studies of the many proposals and requests for assistance.

Mr MacIntyre also announced the gazetting of new quotas affecting snapper fisheries in Hawke Bay, Tasman Bay and Golden Bay, the Poor Knights Islands, wet fish fishery, oei fishing, and pair trawling in the Hauraki Gulf.

The industry had reached a watershed, the minister said.

Any changes made to the existing mix of domestic, joint venture and foreign licensed fishing would be significant, and have to be phased in to avoid major disruption to all segments.

No additional trawl fishery joint ventures would be approved during the next 12 months, he said.

"In particular, several key aspects associated with decreasing joint venture efforts and expanding the New Zealand fleet have to be looked at," said Mr MacIntyre.

Careful thought had to be given to the best way of allocating access rights.

The number of requests from New Zealand interests wishing to invest in deep-sea vessels was so large the Government must consider the total impact on sustainable yields, specially on the limited stocks of prime species which offered the best return for the least effort.

The prime species were a critical factor in determining which ventures would be profitable.

Too many approvals could jeopardise the profitability of all deep-water fishing companies.

Also, the future of existing on-shore joint venture processing facilities and the employment they offer at fishing ports must be looked at closely.

Finally, reducing foreign involvement in the New Zealand offshore economic zone could possibly affect this country's trade access to overseas markets, said Mr MacIntyre.

He said officials and the Fishing Industry Board were now working on a major strategy paper, looking at the implications of a range of options.

The paper would be used as the basis for forming policy proposals, which should be ready by mid-1982.

Government Delays Criticised

Wellington EVENING POST in English 2 Nov 81 p 23

[Text]

DELAYS in Government decisions on the future of joint venture fishing could impede the development of the domestic fishing industry, according to the general manager of the Fishing Industry Board, Mr Nick Jarman.

He was commenting on the announcement by the Minister of Fisheries, Mr MacIntyre, that joint venture fishing arrangements would be extended for a year and that approvals for New Zealand companies wishing to import deep-water trawlers would be deferred.

Joint ventures were established to accelerate the domestic industry's development, not impede it, said Mr Jarman.

In the past four years substantial investment had been made in processing facilities, vessels, training and market development, he said.

An estimated \$35 million had been spent on new plant and vessels alone.

It was unfortunate that planned expansion into deep water fishing, necessitating the importing of larger trawlers, would be delayed, he said, as the momentum that had been built up could be lost.

Commenting on the suggestion that expansion by the domestic industry into deep water fishing would not be profitable, Mr Jarman said that this depended entirely on the mix of species these

vessels caught.

If vessels had had access to a sufficient proportion of the higher valued species available in deep water areas, in his view they could be profitable, he said.

"However, profitability will be jeopardised if too many vessels are permitted access to what is unquestionably a limited resource," he said.

To safeguard against that happening, it was essential that a management plan be developed for the deep water fishing resource, he said.

CSO: 5200/9072

PROPOSED CHANGES IN SKIPJACK TUNA FISHING RULES REJECTED

Auckland NEW ZEALAND HERALD in English 27 Oct 81 p 2

[Text]

The Ministry of Agriculture and Fisheries has set the same basic rules for the multi-million dollar skipjack tuna fishing business again this summer.

The New Zealand Share Fishermen's Association had been seeking the enlargement of a zone for New Zealand boats only. It also wanted chartered foreign boats to be replaced on a one for one basis as new local purse seiners were introduced.

Both propositions have been turned down.

The director of the ministry's management division, Mr Brian Cunningham, said yesterday that a maximum of 10 foreign chartered superseiners could catch

skipjack this summer and local boats would get exclusive rights within the 12-mile territorial limit.

He said the ministry had decided to reduce the total number of foreign boats by five for this season but had decided not to extend the exclusive New Zealand skipjack region.

About 10 local skipjack boats are expected to fish for tuna this summer. Two of them, the Western Pacific and Western Ranger, have been working in Fiji on experimental fishing.

Sanford Ltd is expected to put a new superseiner into service to replace the San Bonito which sank off Mayor Island

CSO: 5200/9072

NORTHLAND FISHERMEN WIN FIGHT TO RETURN TO HAURAKI GULF

Auckland NEW ZEALAND HERALD in English 30 Oct 81 p 1

[Text]

Whangarei

Northland fishermen yesterday won their fight to return to the Hauraki Gulf, but they say another battle looms.

Regulations gazetted by the Ministry of Agriculture and Fisheries yesterday included an amendment that would allow the fishermen into the outer gulf zone, including all the gulf north of a line from Cape Rodney to Cape Barrier.

In August the ministry decided to exclude Danish pair seiners and pair trawlers under 19 metres from the northern Hauraki Gulf during the summer.

Northland fishermen fought the decision claiming it would put them out of business.

Ignored

Today they will be allowed back into the area. But also gazetted yesterday

was a regulation that will ban all fishing within three nautical miles of the Poor Knights Islands, from November 12.

The president of the Northland Combined Fishermen's Management Committee, Mr W. H. Martin, said yesterday that the decision ignored the wishes of local fishermen and the advice of local ministry officers.

His committee and ministry officers had held meetings about the fishery and had agreed that a one-mile limit would protect it, he said.

The fishermen also wanted a bag limit for amateur fishermen. But they said the ministry had chosen to ignore submissions from its local officers and the management committee — which was set up 12 months ago as a liaison group at the ministry's request.

"What are agreements worth if the ministry ignores us?" Mr Martin said.

"We are going to fight out this principle."

SOCIAL CREDIT PARTY POLICY ON FISHING INDUSTRY RELEASED

Wellington EVENING POST in English 26 Oct 81 p 6

[Text]

SOCIAL Credit has released a fishing industry policy package aimed at developing New Zealand's potential to become a major maritime nation in the Pacific region.

Releasing the package at a public meeting in Invercargill Social Credit's East Coast Bays MP, Mr Garry Knapp, said New Zealand should develop its resources to take advantage of the great market potential for fish protein.

"The 1990s are going to be the protein crises years. New Zealand must gear up as a major protein producer for the harvest of the future. As a first step we must as a nation face up to the commitment of developing a deepwater fishing fleet and an inshore fishery that mesh compatibly."

Mr Knapp said Social Credit's package would develop the fishing industry

over a period of ten years.

Social Credit would:-

- Divorce fishing from the Department of Agriculture and set up a separate government department.
- Begin regional industry plans based over a period of ten years in co-ordination with the local fishing industries.
- Ensure that the necessary capital was available.
- Begin negotiations to lift the level of New Zealand involvement in joint fishing ventures.
- Establish a school of fishing.
- Encourage marine shellfish farming, and introduce zoning for the rotational harvesting of crayfish.
- Introduce new methods of vessel ownership, such as leasing and lease-to-buy schemes.
- Reduce the number of international licences issued for fishing within New Zealand's 200-mile economic zone.

CSO: 5200/9072

SUDEPE SUBMITS DRAFT BILL REGULATING FISHING INDUSTRY

Brasília CORREIO BRAZILIENSE in Portuguese 24 Oct 81 p 6

[Text] Next week SUDEPE [Superintendency for Development of the Fishing Industry], an agency of the Ministry of Agriculture, should forward the preliminary draft bill regulating the fishing industry to the Justice Ministry for examination, after which it will be submitted to the National Congress for evaluation and transformation into a draft bill.

The bill was written by the SUDEPE General Counsel, with the input of the broadest sectors of Brazilian society, which offered suggestions not only for regulating fishing activity, strictly speaking, but also for providing incentives to fishing settlements and cooperatives, groups that should be making an important contribution to the economic and social development of the fishing industry.

The document contains a series of standards regulating such activities as supervision of fishing operations and issuance of licences for fishing vessels, and also provides for government participation in establishing stations and posts for biology and aquaculture (the cultivation or breeding of living things with an aquatic habitat).

It will also be the responsibility of the government to promote and lend technical assistance for private cultivation and breeding. The draft bill also states that SUDEPE should regulate the operation of the fishing posts, warehouses and terminals, establishing them and administering them when necessary for the development of the sector.

SUDEPE should also issue licenses for professional fishing and for the installation, operation, transfer, merger and incorporation of fishing enterprises.

The preliminary draft bill also establishes standards regulating exportation and importation of fish as well as the lease of foreign vessels.

6362

CSO: 5200/2012

BRIEFS

FISHING VESSELS CONSTRUCTION PROGRAM--Brasilia (O GLOBO)--The Maritime Ministry and SUDEPE [Superintendency for Development of the Fishing Industry] are considering the creation of a \$600 million program for construction of fishing vessels. The program provides for construction of small- and medium-draft ships for manual fishing and of large vessels, with sophisticated equipment, for commercial fishing, including construction of "tuna netters," outfitted with helicopters and costing \$12 million on the international market. The nation's fishing is now done with leased foreign vessels. Half the lease is paid in currency and the rest in a share of the product. Brazil recently leased four Spanish "tuna netters." The operating costs for a vessel of this type, moored at the pier, is \$18,000 per day. [Text] [Rio de Janeiro O GLOBO in Portuguese 28 Oct 81 p 19] 6362

CSO: 5200/2012

EEC-SENEGALESE FISHING AGREEMENT INITIALED

Dakar LE SOLEIL in French 14-15 Nov 81 p 3

[Article by Abdallah Faye: "Senegal-EEC: The Fishing Agreement Has Been Initialed"]

[Text] Started on 5 October, then suspended in order to allow both parties time to think, the negotiations for renewal of the fishing agreement between the European Economic Community and the Government of Senegal have finally ended. The document was initialed last Tuesday by Mr Simonet, on behalf of the EEC, and Robert Saqna, secretary of state for ocean fishing, for the Senegalese party.

Increase

The postponement of these negotiations had been motivated by basic differences, which were at first due to the new measures taken by Senegal concerning the number of licenses to be issued, in order to take into account the efforts of nationals going into the fishing sector.

Afterwards it happened that the EEC's negotiations were not in agreement on the increase in compensation asked by our country.

The Senegalese demands were finally met by the European Economic Community, leading to the initialing of the document.

The agreement that has just been signed provides for the issuance of fishing permits to certain trawlers and tuna boats of the Community's member countries to fish in Senegalese waters.

In return, the EEC will buy the licenses from Senegal and will pay compensation, the amount of which has been considerably increased.

The European Economic Community will also finance a research program for some 100 million CFA francs and will grant training scholarships to some Senegalese in the amount of 75 million francs.

What is innovative in this fishing agreement is that henceforth licenses will be issued in accordance with the fishing capacities of the ships and no longer for a considered number of trawlers and tuna boats.

Cordiality

The secretary of state for ocean fishing intends to renegotiate all the fishing agreements concluded between Senegal and outside countries. What must be seen in this wish of Robert Saqna is a concern for Senegal to obtain the greatest possible profit from its halieutic wealth.

Negotiations between the European Economic Community and Senegal, he pointed out, were marked by very great cordiality, an illustration of the good relations which have always existed between the two partners.

The EEC delegate, who confirmed this, went even further by indicating that this agreement could be considered a model of its kind ever to be signed between developed and developing countries. It should be recalled that the agreement is concluded for a 2-year period.

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CSO: 5200/5613

LOS SEEN HAVING ADVERSE EFFECT ON MINING

Salisbury THE HERALD in English 3 Dec 81 p 1

[Text]

THE Draft Law of the Sea, and its implications for Zimbabwe's mineral resources, has yet to be fully assessed but it could have a serious effect in the long term for nickel and cobalt extraction.

Continental nickel mining could be particularly affected warns Professor Keith Viewing in his annual report to the Institute of Mining Research.

"It is evident that the production of ocean nickel and cobalt will have a markedly negative effect upon the mining industry in Zimbabwe," says Professor Viewing.

"The effect of the Draft Law of the Sea is to limit the production of continental nickel mines while permitting the introduction and expansion of ocean mines.

"Using a rate of 3.2 percent for the growth of nickel consumption, no expansion is possible for continental mines for a period of six years.

On a more pessimistic note the head of the IMR writes:

"Clearly, it will be possible to replace the production of continental nickel mines which become exhausted or are closed for economic reasons.

"However, it is not clear which of the nations will be allocated the right to expand production either by a new mine or

by an increase in the production from existing mines."

The threat to land-based nickel and cobalt extraction comes from the recovery of manganese nodules from the sea-bed.

Untapped resources of the north-eastern equatorial Pacific Ocean, and area known as the Clarion-Clipperton zone, are estimated to contain about 2.1 billion dry metric tonnes of recoverable nodules, averaging 1.3 percent copper, 1 percent nickel, 25 percent manganese, 0.23 percent cobalt and 0.06 percent molybdenum.

Thus, the resources of this zone are estimated at: copper 27.3 million tonnes, nickel 21m. tonnes, manganese 525m. tonnes, cobalt 4.62m. tonnes and molybdenum 1.05m. tonnes.

Other extensive zones are found in the Indian Ocean with smaller zones off Bermuda, Greenland and South Africa.

"Cobalt is enriched in the South Pacific, in the vicinity of the Society Islands, whereas both nickel and cobalt are enriched to the north of the equator, which is remarkably deficient in nodules," writes Professor Viewing.

PROPORTIONS

"The provisions of the Draft Law of the Sea do not distinguish between the proportions of ferro-nickel and sulphide nickel, which contribute to the total.

"Ocean nickel is more likely to compete with the products of the nickel sulphide refineries, due to the high purity of the product and it is less likely to replace ferro-nickel to be alloyed with steel.

"Thus ocean nickel is likely to compete with sulphide nickel for about 75 percent of the total nickel consumption."

He concludes that the effects of ocean nickel mining will be to inhibit the growth of continental nickel extraction in the short term, and to erode its expansion in the long term.

Little publicity has been given worldwide to the recovery of minerals from the sea-bed, but some of the most powerful multinational corporations, with or without government backing, are deeply involved in the process.

The first experimental recovery of nodules from

the sea floor was carried out as long ago as the 1960s when the late Howard Hughes sponsored the Challenger Expedition in the Pacific.

Since then multinationals such as Kennecott Copper Corp. (now owned by British Petroleum), Rio Tinto, Consolidated Goldfields, Noranda, Anglo American, and Mitsubishi have taken the plunge.

Some of them are working on a consortium basis. One of them, Ocean Management Inc., is comprised of INCO, SEDCO (USA), DOMCO (Japan) and AMR (West Germany), and has employed a research vessel to test different collecting systems.

Early in 1978 several hundred tonnes of nodules were recovered from a depth of about 5 200 metres.

About US\$50m. was spent over a period of five years, but work was suspended late in 1979 due to the poor state of the world nickel market and to the lack of progress on agreement on the Law of the Sea.

NATIONAL ASSEMBLY ADOPTS MARINE RESOURCES BILL

PM081147 Paris LE MONDE in French 26 Nov 81 p 8

[Report by Laurent Zecchini: "National Assembly Adopts Bill on Exploitation of Marine Resources"]

[Excerpts] On Tuesday, 24 November, the National Assembly finally adopted the bill ratified by the Senate on the exploration and exploitation of deep-sea mineral resources. This text (which was not altered) aims to give France a temporary legal framework pending the implementation of the international convention on the law of the sea which will ultimately establish the law applicable to the prospecting and exploitation of these resources. Since some states have already provided themselves with national legislation setting the conditions for allocating exclusive exploration and exploitation licenses to their nationals and since negotiation is to start on 1 January 1982 to ensure international recognition of the sites claimed by each state, the adoption of specific French legislation setting the conditions for granting licenses to French nationals was becoming a matter of urgency.

As Mr Le Pensec, minister of the sea, and Mr Dupilet, (PS, Pas-de-Calais), keynote speaker for the production and trade commission, explained, a great deal is at stake in the exploitation of these marine resources: polymetallic nodules cover a surface of around 6 million square kilometers in the North Pacific. The metal reserves which they contain would represent 4 to 5 times the current nickel reserves, one-fourth to one-fifth of current copper reserves, 35 times current cobalt reserves and 8 to 9 times current manganese reserves. The aim of this bill, therefore, is to safeguard our technological expertise in the sphere of deep-sea exploration and to provide for France's future raw materials supplies now. Indeed we import 60 percent of our copper and 90 percent of our cobalt.

Mr Le Pensec placed particular emphasis on the need for international solidarity in this sphere, stating: "All nations are not equally equipped to face this new challenge. The new resources and their future exploitation must contribute to the establishment of a more just world economic order and a more equitable international society in the distribution of the oceans' resources." The minister of the sea added: "France is not prepared to leave these resources entirely to the appetite of a few multinationals." In addition the bill makes provision for no industrial exploitation to be authorized before January 1988, this period to be used to establish an agreement among all states and implement the convention.

COAST GUARD REPORTS INCREASING VIOLATION OF FISHERY LIMITS

Stockholm DAGENS NYHETER in Swedish 3 Nov 81 p 7

[Article by Rune B. Axelsson]

[Text] Swedish borders are continually being violated, though seldom in as sensational a manner as the Soviet submarine's visit to the inner Karlskrona skerries. For the most part, it concerns violations of the new fishery limits that were established 1 January 1978. These limits are primarily being protected by the coast guard, the ocean's own mounted police.

Some 50 of these violations have already been reported this year and 10 vessels have been ordered to dock in Sweden for police inspection. Most of them were ordered into Karlskrona and several vessels belonged to Eastern states.

Crew members aboard the coast guard customs cruisers and yachts are sea bears who are almost always out there to protect our borders or ready to jump in and take the consequences whenever anything happens at sea.

They fight smuggling and border violations and are willing to offer their lives in all kinds of sea rescue operations. They are the nation's furthest outpost when it comes to protecting the environment threatened by oil spills and other things.

One coast guard vessel, TV 281 from Kalmar, was the center of world news events during the Soviet submarine's first few days in Karlskrona. It was anchored near the stranded submarine to protect Swedish interests.

Two Borders

Every day is dramatic in another way for the personnel aboard our customs yachts. It primarily concerns the protection of two different borders. One is the territorial limit, which just lately has come to the fore. In principle, this limit extends 12 nautical miles beyond the Swedish landmass. Foreign vessels are not allowed to remain inside this limit. The stranded submarine's escort lies waiting just beyond the territorial limit. Unwelcome guests in Swedish waters are also sent beyond this limit.

There is also a general ban against trawling inside the territorial limit, but, indeed, there are some exceptions to this rule.

The border which is most frequently violated is the fishery limits established by Sweden 1 January 1978. In principle, this line cuts across the middle of the Baltic Sea. The area closest to Sweden constitutes the Swedish fishing zone.

Disagreement

However, there is disagreement between Sweden and the Soviet Union as to where the line between the two countries should be drawn outside Gotland. Should the limit be computed between Gotland and the Baltic States or between the Swedish mainland and the Baltic States. Sweden is of the opinion the limit should extend from Gotland, which the Soviet Union opposes. Therefore, until an agreement can be reached, we have an area in which there are no generally accepted rules, a so-called "white" zone. That is now the only area in the Baltic Sea where there is open fishing.

During a completely normal 24-hour period aboard TV 281, the vessel might leave a harbor on Oland, sweep southward to Bornholm and then follow the Swedish fishery limits past the southern shoal of Oland northward along Gotland.

All Reported

During a run like that, a lot of fishing vessels are being checked in the area patrolled. All foreign vessels are reported and all fishing vessels checked with the Communications Center. If they have a fishing permit and have filed the necessary applications, nothing happens if time and catches correspond with their applications.

A lot of checks are being made this way. They even check mesh sizes of trawling nets and legal minimum sizes of certain types of fish when it is necessary.

"Enforcing Swedish fishery limits has become one of the coast guard's biggest tasks. From time to time we do order vessels into Karlskrona for police inspection," said Arne Magnusson, skipper aboard the 21-meter, newly built and completely modern customs yacht TV 281.

"Generally speaking, one might say that guests in Swedish waters gladly put up with the controls necessary for them to remain there. Violations which we cannot handle on the spot must be dealt with through diplomatic channels.

In Order

"One week we may bring a Polish trawler into Karlskrona; the next week we find it again inside the Swedish zone, but this time we can be almost certain that all papers are in order," he continued.

When DAGENS NYHETER visited aboard TV 281, the coast guardsmen on duty besides Arne Magnusson were Ake Johansson, Hans Olsson and Anders Jansson.

They have the necessary equipment aboard this vessel. They have enviable technical equipment, everything from automatic pilot to a lively diesel engine, which wants nothing more than to be revved up to pursue an encroacher, a smuggler or to evaluate the extent of possible environmental damage.

From the ship's deck, everything that comes into view is photographed, all objects and every observation about who is fishing and how it is being done logged etc.

The coast guard has the help of the navy and the air force when it comes to deliberate searches for vessels. But, beyond the search itself and eventual photographs, the air force, in particular, has little chance of communicating with the party at sea. This is where the coast guard comes in.

The urchins aboard some of the coast guard vessels know their job is never the same from one day to the next. Virtually no inspection is made without adhering to a scheduled routine from the beginning, be it a sea rescue operation, following up on smuggling tips or the most recent task of approaching Whiskey submarine 137 stranded on a rock in the Karlskrona skerries.

Our fishing neighbors in the Baltic and in the Atlantic have a great deal of respect for the Swedish coast guard. Our fishery surveillance is considered to be the world's most effective.

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COAST GUARDSMEN QUESTION ABILITY TO ENFORCE LIMITS

Stockholm DAGENS NYHETER in Swedish 7 Nov 81 p 12

[Article by Sture Ryman]

[Text] Some 500 coast guardsmen in this country are concerned about future work assignments. Based on a report issued by former Communications Minister Ulf Adelsohn, the entire coast guard unit will be transferred to the Department of Navigation where it will become part of the Transportation Section.

"It is absolutely absurd," said Birger Fogne, Oxelosund, chairman of the Customs Workers' Union, Section 5 which includes all coast guardsmen in Uppland, Stockholm, Sormland and Ostergotland.

"Instead of giving us more police authority so that we can do our job better, they want to make us ocean taxi drivers. We will taxi pilots to and from work aboard various merchant vessels. That is just as horrible as if someone came up with the idea that police should serve as taxi drivers when not assigned to searches or investigations.

"We have police authority in connection with smuggling, but not so when vessels are dumping environmentally harmful substances overboard or when we are supposed to enforce ocean traffic or environment protection regulations.

Jobs Sacrificed

"We know the government is only interested in saving money and we are simply afraid that our jobs will be sacrificed. If we end up in the Department of Navigation--a business oriented department--the issue will become the profitability of our service, which is obviously considered pleasure-related.

"Instead, we suggest dispensing with the costly ocean police. Police can use our fast-moving speed boats when they have to investigate anything at sea and we can establish a cooperative agreement with the Department of Navigation with respect to the use of our boats to combat oil spills etc."

"It is unbelievable that the Customs Bureau could have written as positive a statement as they did," said Ulf Ringberger, union secretary. "To be sure, it talks about a new organization, but means the Department of Navigation. Only three bureau chiefs have expressed reservation, namely Arne Rundlof, Bengt Nygren and Robert Udd.

"But advertisements tell us the Department of Navigation is seeking facilities in Norrköping for our activities. And we know that several of our superiors are looking for housing there. One of them has already started to work for the Department of Navigation so we fear the government has already come to a decision without considering the consequences.

"We feel we are being deceived by the politicians, who have been led astray by this report and by our superiors who are only theoreticians. We who work at sea know what the situation is along our coasts and borders. There is no end to oil spills, smuggling and border violations. Just look at Karlskrona!"

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Jan. 4, 1982